



Salt Lake City Site Of National Board

SALT LAKE CITY, Utah — This city, one of America's most historic and unusual metropolises, will be the site Sept. 27-30 of Civil Air Patrol's annual National Board meeting for 1979.

Headquarters for the busy three-day event will be Hotel Utah which is located on Temple Square in the heart of the city. Other lodging will be available at Hotel Utah Motor Inn and at Temple Square Hotel. All three hotels are within a block of each other.

As in past years, the annual gathering will include not only official sessions of CAP's governing body but also meetings of a number of national committees, plus seminars and training sessions covering practically all of CAP's varied activities.

All CAP members are urged to begin making plans to attend this gathering, one of the high points of the year in Civil Air Patrol.

The airport is approximately a 10-minute drive from the Hotel Utah. Temperatures for that time of the year range from the mid-70s during the day down to the low 60s in the evenings. Forty restaurants are located within a two-block radius of the hotel, ranging from very inexpensive to extremely expensive.

The Mormon Tabernacle is located across the street from the Hotel Utah, the Beehive House is one-half block from Hotel Utah and there are many sights of interest, all within a two-block walking distance of the hotel.

There is a 30-store shopping center directly across the street

from the hotel. Movement about the downtown area at all hours of the day and night is considered perfectly safe.

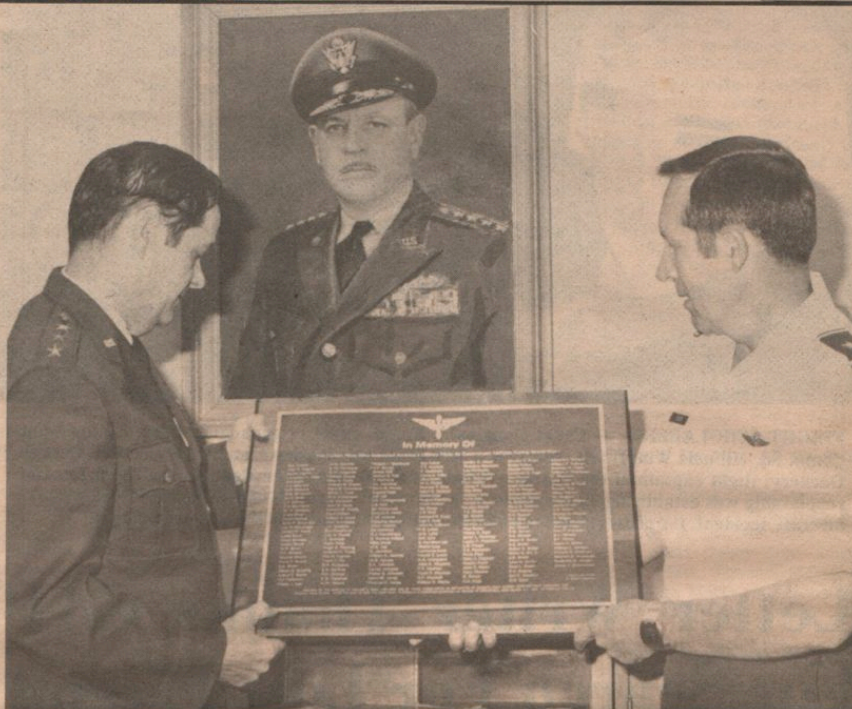
Hotels do not have any alcoholic beverages for sale. However, it is possible to purchase such beverages from the state liquor stores approximately two blocks from Hotel Utah. Hotels have no objection to alcoholic consumption in the hotel. They just don't sell it. The only bars that are available in the city serve 3.2 beer only.

Salt Lake City, known as the "Crossroads of the West," is the center of a number of recreational opportunities. The city, which borders the Great Salt Lake, offers a unique blend of cosmopolitan living, Western tradition, historic atmosphere and magnificent mountain panoramas.

One of the city's most unique natural features is Great Salt Lake, four times as salty as the ocean, 15 miles from the city's center. Few people can resist the temptation to "float like a cork" in its briny water.

Unlike many U.S. cities, whose downtown areas have succumbed to decay, disuse and poverty, Salt Lake City's center is a hub of activity day and night. The worldwide headquarters of the Mormon Church is located at Temple Square and draws more than 2 million visitors annually. There are many interesting and historic sights, all within a few blocks of the downtown area.

More details about the National Board meeting, including lodging costs, schedules, registration procedures, etc., will be published in later editions of this paper.



PLAQUE PRESENTATION — Lt. Gen. Raymond B. Furlong, left, commander of Air University, accepts a plaque from Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, during ceremonies at the Air University Library at Maxwell AFB, Ala. The plaque, donated by Dr. Paul E. Garber, was given in recognition for Air University support to CAP and commemorates 200 civilian instructor pilots who taught Army aviators to fly in World War I. It will hang in the Fairchild Room at the library. Gen. Muir S. Fairchild, whose picture appears in the photo, was the first commandant of Air University, formerly known as the Air Tactical School from 1946 to 1948. He later became vice chief of staff.

Recent Missions Add To List

MAXWELL AFB, Ala. — Recent missions by Civil Air Patrol units have added four names to the growing list of lives saved by the organization so far this year.

Oregon Wing, together with

the Oregon Mountain Rescue and Safety Council Team, saved the lives of two mountain climbers in late March.

The two-day search was initiated when the mountain

climbers were reported missing at the 8,000-foot level of Mt. Hood. Snow, high winds and poor visibility hampered the search activities on the first day.

Clearing weather on the second day allowed search teams to locate the lost climbers in the vicinity of Timberline Lodge. Recovery teams used sno-cats to pick up the survivors.

In mid-March, Colorado Wing was credited for saving the life of a hospital patient through the emergency airlift of blood.

The mission started when officials at St. Joseph Hospital in Del Norte, Colo., notified the Air Force Rescue Coordination Center (AFRCC) that blood was urgently needed for a patient suffering from injuries incurred

(See MISSIONS, Page 2)

Squadron Shares City's Money

LA CROSSE, Wisc. — Some organizations, like some people, can be considered just plain lucky.

Like the La Crosse Cadet Sq., for instance. This unit of the Wisconsin Wing recently fell heir, in a manner of speaking, to the tidy sum of \$11,500.

The money was part of a \$1 million dollar profit which the City of La Crosse realized when it refinanced some city bonds a couple of years ago. Under federal law, the city could not keep this windfall profit for its own uses. It could do only one of three things: Give it to the federal government, give it to the investment bankers who worked out the deal, or give it to charitable, non-profit organizations within the city.

Needless to say, the city chose the latter course and Capt. Melanie Mornard, commander of the La Crosse Cadet Sq., filed the squadron's claim for a share of the funds. The \$11,500

represents the unit's portion of the money.

Distribution of the funds was delayed for some time because of the need to confirm the squadron's eligibility to receive the money under federal law. Under the terms of the agreement by which the money was distributed, the funds could only be used by the squadron within the City of La Crosse.

The squadron expects to use the money for administrative and operating expenses, purchase of communications equipment, purchase of land rescue team equipment, training for both seniors and cadets, flight programs and special training programs.

Other organizations which shared in the \$1 million profits include the Coulee Region Arts Program, the Humane Society, the Boy Scouts, the Girl Scouts, the YMCA, the La Crosse Boys Choir and the La Crosse Symphony.



SPAATZ AWARD — Cadet William D. McGalliard, right, 111th Air Rescue and Recovery Cadet Sq. (North Carolina Wing), receives the Gen. Carl A. Spaatz Award from Air Force Lt. Gen. Raymond B. Furlong, commander of Air University, during a recent awards dinner in Charlotte, N.C. The award was previously announced.

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FLIGHT SCHOLARSHIP — Cadet Douglas J. Fogle, cadet commander of the Clinton-Scott Comp. Sq. (Illinois Wing), left, receives a \$300 flight scholarship from Air Force Col. George Dockery, flight captain of the Gateway Flight of the Order of the Daedalians. The memorial scholarship was established in the name of Lt. James E. Farus, USAF, who was killed in a 1977 aircraft accident, for presentation to an outstanding CAP cadet by the Gateway Flight.

Letter Writer Thanks CAP For Search For Lost Friend

MAXWELL AFB, Ala. — Carole A. Lushbaugh of Saratoga, Calif., has written Brig. Gen. Thomas C. Casaday, Civil Air Patrol, national commander, expressing her thanks for a search for her friend, Robert P. Hollenbeck, who was killed in a February aircraft crash near San Jose, Calif. Civil Air Patrol located the crash site and Santa Clara County Sheriff's Department recovered the bodies of the pilot and passenger.

Dear Sir:

Please let me take this opportunity to thank the Civil Air Patrol for all their efforts last week in locating my friend and airplane partner, Robert P. Hollenbeck. Bob was reported overdue on a flight from San

Diego to San Jose last Tuesday. By Tuesday afternoon Lt. Col. Stuart P. Hall, California Wing Headquarters, was in touch with my husband and me and a search had begun. I know this was of reassurance to Bob's family and friends that so many were willing to help.

We were so impressed with your efforts using mission data, aerial and ground units, weather satellite and track analysis. After 14 years of private flying, this was my first personal experience with an air search. I was very impressed with Civil Air Patrol and Lt. Col. Hall. Needless to say, it is disappointing to everyone involved to find all passengers dead, but many times I am sure a quick search makes the difference between life and death.

Please pass along our thanks

and commendations to all of the Civil Air Patrol who participated in the search. Their dedication and professionalism is greatly appreciated.

Sincerely,
Carole A. Lushbaugh

Missions

(Continued From Page 1)

when he was pinned under a fallen tree.

After receiving the call for assistance from AFRCC, the wing launched an aircraft to transport the blood from Denver.

A save was credited to the wing because hospital officials explained that the patient probably would not have survived without the blood.

Also in mid-March, the Kansas Wing was credited with saving a life of a 76-year-old hospital patient undergoing an operation when it transported blood from Augusta, Kan., to Dodge City.

These saves bring the total number of lives saved in 1979 to 16.

Collins Receives Brewer Trophy

WASHINGTON, D.C. — Air Force Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, was a member of the committee appointed by the National Aeronautic Association to select the person to receive the Frank G. Brewer Trophy.

This Brewer Trophy is not the same as the Civil Air Patrol's Brewer Awards but is an annual award given by the National Aeronautic Association for outstanding development in aviation or space education.

The committee met here Feb. 16 to review nominations. Michael Collins, under-secretary of the Smithsonian Institution,

and the team of people he assembled while serving as director of the National Air and Space Museum were selected to receive this year's award, which is the 36th.

Collins and the team were selected and cited for their contributions to aviation and space education. The committee noted that Collins brought an unusually broad and thoughtful perspective to the position of director. His leadership in establishing the museum and assembling the personnel to develop plans and transform them into attractive and unique displays has made the museum the most popular museum in the world.

Regional Staff College Planned For Maxwell

MAXWELL AFB, Ala. — The Southeast Regional Staff College (RSC) will be held here during the week from Aug. 26 until Sept. 1.

"The RSC is one of the most important steps in a senior member's professional education program, and we are extremely fortunate in having a location such as Maxwell AFB, with instructors already in the management instruction business," said the school director, Lt. Col. Richard J. Curran.

Over the past several years those students who have gone through this program have reached some of the highest management positions in CAP, he said. "Remember, running a squadron or a group or holding a

staff position needs all the education you can get. It's not only for those who aspire to be a wing commander.

"Pass the word around, tell your friends and set aside the time and apply now!"

Send CAP Form 17s directly to:

Director SER/RSC
Lt. Col. Richard J. Curran, CAP
Route 1, Box 478
Elmore, Ala. 36025

All applications will be considered on a first-come first-served basis. All wings should try to send their required number as indicated in the WEEP program.

Deadline for applications will be Aug. 1, 1979.

AFA Looks For Members

The Air Force Association (AFA) is made up of some 155,000 men and women united to promote the Air Force and a strong national defense.

Since Civil Air Patrol and Air Force ROTC cadets represent the future leadership of the Air Force, AFA recently created a

special membership category for cadet patrons.

To make such membership affordable, a reduced dues rate was established in the amount of \$6.50 per year.

This amount includes a year's subscription to the Air Force

Magazine, which is probably the most professional and readable aviation journal available today.

Cadets may subscribe by sending the application form printed below to the Air Force Association, 1750 Pennsylvania Ave. N.W., Washington, D.C. 20006.



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CAP

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cadet dues amount of
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Cadet Application

I wish to become a Cadet member (or Cadet Patron) of the Air Force Association and certify that I am eligible for such affiliation under the category checked at left. I further certify that I am a citizen of the United States and understand that the annual dues amount of \$6.50 includes an annual subscription (\$4.50) to AIR FORCE Magazine.

Name _____

Address _____

City _____ State _____ Zip _____

Date _____ Signature _____



For the benefit of all members of Civil Air Patrol, the statistics for 1979 for search and rescue activities throughout the organization are shown below.

These are unofficial figures, compiled by the Directorate of Operations at CAP National Headquarters.

As of April 15, 1979

Number of Missions ... 164
Number of Sorties ... 3,254
Flying Hours ... 6,525
Saves ... 18
Finds ... 287

Tennessee Wing Makes 'First Find' In Mountains

By CAPT. FRANK THORNBURG
Information Officer
Tennessee Wing

The Tennessee Wing, Civil Air Patrol made one of its first finds of 1979 on Feb. 13 when one of its aircraft picked up the ELT signal of a downed single engine Piper Tri-Pacer.

The plane, piloted by Bill Bruning, 33, a sales representative for Bendix Corp., crashed in the Great Smoky Mountains about three miles west of Clingman's Dome and about 100 yards south of the Appalachian trail at 5,500 feet.

The crash occurred about 2:40 p.m. after the pilot had battled severe icing conditions for nearly 30 minutes.

The CAP aircraft making the find was piloted by Maj. Dennis Sparks, mission coordinator. Observers Maj. Bob Davis and Tim Berry were passengers in the Cessna 182 aircraft.

Sparks said that as he approached the crash site, weather was so bad that he was forced to change to an IFR clearance en route. Once in the vicinity of the crash site, his aircraft began to experience severe icing.

"Within two minutes, we built up three-quarters of an inch of

ice," said Sparks. "Some of it began blowing off and we could hear it hitting our tail surfaces. We were losing altitude fast, so we had to get out of there," he said.

But before he did, he was able to pinpoint the crash site by getting a fix on the downed craft's ELT. Later Lt. Col. Hayes W. Cathey, commander of the helicopters of the Army Aviation Support Facility based at McGhee Tyson Air Base who made the pick-up, said that it was knowing the exact location of the aircraft that enabled his men to get to it quickly early the next morning.

Bruning was on a flight from Jonesboro, Ga., a suburb of Atlanta, to Knoxville. He received his pilot license last September. The flight was uneventful until he found himself in icy cloud cover.

"It took about two seconds for the windshield to ice," he recalled. "Then I started to lose altitude. I would hit a warm pocket, climb, then it would ice up again," he said, once he was safely tucked into his Jonesboro home with his wife and 12-year-old son, following his 16-hour ordeal.

By the time he realized the situation was bad, he said, it was too late to do much about it.

"I could have turned around at the outset and gone back," he said. "But I figured at that location and altitude I could have cleared the ridge. I only missed it by about 50 feet."

Bruning also rationalized that by this time he didn't have enough fuel to get back to the Fulton County airport. His only hope was to make it over the ridge and into a valley.

He didn't.

He felt the plane going down, heard one wing rip a branch off a tree, heard the other wing smash into a tree. Then, impact. The plane came to rest on a 40-degree incline, slanted 30 degrees to the right on Siler's Bald Mountain, three miles west of Clingman's Dome, the highest point on the drive from Cherokee, N.C., to Gatlinburg, Tenn.

Once down, Bruning rewired his radio antenna, which had been destroyed when the fuselage settled into snow on the mountain, and was able to contact Knoxville FAA tower. Arrangements were made for the pilot to talk on his radio at pre-arranged times to conserve his battery. FAA controller Bill Solomon said. While CAP could talk to him from Spark's aircraft, only the FAA tower in Knoxville was able to talk to the pilot regularly.

At National Park Ranger headquarters in the Great Smokies, a six-man rescue party was being mounted. The road was plowed to Clingman's Dome. National Park Rangers arrived at Clingman's Dome at 12:30 a.m. the next day and slept there for two hours. Afterwards they set up transmitting equipment and for the first time were

able to pick up Bruning's ELT signal.

Snowdrifts and freezing rain hampered the climb to Clingman's Dome, said Ranger Dwight McCarter.

"The wind was blowing strongly and when you'd sweat, the sweat would freeze on the outside of your parka. I had ice all over my beard and my hair," he said.

Dr. Robert Lash, an FAA medical examiner, talked with Bruning during the 16-hour episode, advising him to tear out upholstery from the plane and stuff newspapers in his clothing to keep from freezing to death. Dr. Lash and the FAA tower talked to Bruning throughout the night. The temperatures dipped into the teens with winds at about 25 mph. Bruning lay wrapped in plastic bags, air sickness bags, an extra pair of jeans he'd brought along, pulled an extra shirt over his head, and waited. He stayed in the back seat of the aircraft because it was a smaller area to keep warm.

At daybreak Cathey sent two Army helicopters from McGhee Tyson Air Base to the scene where the park rangers and Bruning himself helped guide them to the crash site. By this time, weather had cleared and it was a beautiful sunny day, once the UH-1 topped out of the grey overcast at 4,000-ft. One of the choppers dropped a package

of medical supplies, food and blankets.

This was at 6:45 a.m. Bruning left the plane to pick up the emergency supplies. Soon rangers began whistling and Bruning hollered back to tell them where he was.

He met the rangers as they approached the wreckage and was able to put on snowshoes and walk with them to one of the helicopters which had set down a short distance from the crash site.

Army 363 piloted by Capt. Larry Shelton and Capt. Dan Norman took Bruning to Memorial hospital in Knoxville where he was met by Dr. Lash and CAP Capt. Jo Ann Cornelius, supervisor of nursing at the hospital and a member of Tennessee Wing staff.

The near-tragedy has not changed him, Bruning said. He accepts his survival as a part of life, not as a stroke of luck or fate.

"Why not?" he asked. "Nobody's an island unto himself. We're all subject to the same heartache, the pain. Faith gave me the peace of mind. I wasn't worried about dying."

During his clean-up at the hospital, he told the nurse who was administering to his forehead cuts, "You're doing a nice job."

"You're the first crash victim I've ever treated," she replied. "All the others were dead."

WASP Service Now Considered As Active Duty

MAXWELL AFB, Ala. — Some early-day CAP women pilots who served as Women's Airforces Service Pilots (WASP) may be interested in the following announcement from the Air Force News Service.

"Women who served as Women's Airforces Service Pilots (WASP) between Sept. 10, 1942, and Dec. 20, 1944, can now have that service considered as active military service for the purpose of laws administered by the Veterans Administration.

"Women may submit applications to the Air Force Manpower and Personnel Center (AFMPC/MPDCA1), Randolph AFB, Tex. 78148, in narrative form or on DD Form 2168. Applications should include supporting material or evidence of membership and character of service needed to support the claim of WASP membership."



CHIEF OF STAFF TROPHY — Lt. Gen. Raymond B. Furlong, left, and Cadet William B. McGalliard display the Chief of Staff Trophy for the 1978 National Cadet Competition. McGalliard was the drill team commander.

Unit Receives Cadet Trophy

CHARLOTTE, N.C.—Lt. Gen. Raymond B. Furlong, commander of Air University, and Brig. Gen. Paul E. Gardner, executive director of Civil Air Patrol, were the featured speakers for the annual awards banquet held by the 111th Air Rescue and Recovery Cadet Sq. (North Carolina) at the North Carolina Air National Guard Officers Club here recently.

Highlight of the program was presentation of the Air Force Chief of Staff Trophy to the squadron's winning cadet team, which represented the Middle East Region at the December

1978 CAP National Cadet Competition. Furlong presented the award, which was received by the drill team commander, Cadet William D. McGalliard.

Gardner presented the Paul Garber Award to Lt. Col. Joseph Bondurant, squadron deputy commander, who is also wing deputy commander for cadets and wing senior mission coordinator.

Other awards went to Cadet James Gladden, who was chosen squadron airman of the year, and to Cadet Andrew Kastanas, who was named squadron officer of the year.

S*
MILIN JACKS

AERO-ASTRO
ANSWERS (78)

MISS S.S. SUE, YOU SAY THAT IS RUSSIA'S BIG "AIR-BUS"?

YES, THE IL-86 HAS FOUR REAR-MOUNTED TURBOFAN ENGINES AND A "HUGE" TWO-DECK FUSELAGE!

PLUS MUCH BAGGAGE AND FREIGHT, IT CAN SEAT UP TO 350 PERSONS!

CLIP FOR REFERENCE

IT IS DESIGNED TO CARRY A PAYLOAD OF ABOUT 88,000 LBS. WITH A CRUISING SPEED OF 590 M.P.H.!

ITS WING SPAN IS 158 FT.-6 1/2 IN. AND OVERALL LENGTH IS 191 FT.-11 IN.

NEXT

WHAT AIRCRAFT DID JOSEPH JACOB FOSS FLY TO BECOME AN ACE IN W.W. II?

ASKED BY RUSS TARVIN-DENVER, COLO.!

ZACK MOSLEY

(Courtesy of Zack Mosley and Chicago Tribune-N.Y. News Syndicate)

National Commander's Comments

Challenges Are Unlimited

By THOMAS C. CASADAY
Brigadier General, CAP
National Commander

As with every organization, Civil Air Patrol also has its problems. Possibly we concentrate too heavily on our difficulties and fail to put proper emphasis on our missions. The reason I say this is that, although we constantly bemoan the effects of inflation, the impact of declining membership and the lack of state financial support, it is interesting to note that every time a Civil Air Patrol unit performs a mission in an outstanding manner we are heaped with accolades, and receive information requests, and membership inquiries.

Through our performance we receive the most favorable kind of publicity and become

known for what we do—serving our fellow man as unselfish volunteers. Our capabilities, potential and, yes, our needs, become graphically evident to those concerned and those who can help.

One of the new 1979 WEEP criteria for Emergency Services was the requirement for wings to establish contact with other agencies that had emergency service responsibilities, requirements, interests. The intent was to inform other organizations of CAP resources, capabilities, and to establish a coordinated, mutually supporting effort that will provide the best possible emergency service to the community.

Complementing this action, the Air Force Rescue Coordination Center is conducting emergency service seminars for state and local government officials at various locations across the country. Attendees are informed on what support is available, from whom, and

how to obtain it. The Civil Air Patrol briefing plays a large role in these presentations and the response to both these efforts, contacts and briefings, has been most gratifying. State and local officials are enlightened with regard to CAP, and local level contacts have developed mutually cooperative relationships.

Mission challenges are unlimited for CAP units. They may elect to specialize in one capability, dependent upon local area needs or unit interests, whether it be aerospace education, cadet programs, or the emergency services fields of communications, emergency medical service, air-ground search and rescue, or they may develop their plans to encompass several facets of the national mission.

Whatever we do, whatever the project or the undertaking, we must accomplish our tasks with the highest degree of professionalism. It is better to

perform one duty outstandingly than become so diversified that our results become mediocre. Similarly, we may not want to duplicate the efforts of another service agency but develop supporting operations plans through our contacts.

Finally, each member must become as expert and as highly qualified in his selected specialty as his individual capacity permits. Through these efforts each unit will be recognized for its unparalleled competence and will be in demand for emergency assistance and participation in community activities.

Actions do speak louder than words. Superb performance will result in commensurate recognition and the goals of financial support and membership recruitment campaigns will be more easily attained. People will want to join an elite, professional organization and needed support may be offered rather than solicited.

Way Back When

Backlog Of Photos Causes Delay

MAXWELL AFB, Ala.—Back in January, we at Civil Air Patrol News invited CAP members to send us interesting old photographs related to Civil Air Patrol activities in years past. The idea was to publish them as an interesting little historical feature.

The response has been excellent, and we have accumulated a small backlog of photos for future publication. Since we have, we may not get to yours as soon as we had expected. But don't despair! We

will.

Meantime, don't stop sending them to us. We plan to have the photographer copy them so we can keep and use the copies. That will enable us to return your photos more promptly.

Photos you send should be at least 20 years old. Please iden-

tify the photos to the best of your ability—when they were made, where they were made, what the occasion was or what was happening in the photo, who the people are (by groups, not necessarily by name), etc.

We will take good care of them and we will return them!



HIGH AWARD — Cadet Thurman H. Robertson III, right, Roebuck Cadet Sq. (Alabama Wing), receives the Gen. Carl A. Spaatz Award from Alabama Congressman John Buchanan.

Bodycombe New Air Force Reserve Chief

WASHINGTON, D.C. — Maj. Gen. Richard Bodycombe has been named to be Chief of the Air Force Reserve, replacing Maj. G. William Lyon who retired April 16.

He is former vice commander of the Air Force Reserve.

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In Some Public
Place As A
Recruiting Aid.**



CIVIL AIR PATROL NEWS

National Commander Brig. Gen. Thomas C. Casaday, USAF
Executive Director Brig. Gen. Paul E. Gardner, USAF
Director of Information Lt. Col. Arthur W. Ahl, USAF
Editor MSgt. Hugh Borg, USAF

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VOLUME 11, NUMBER 5

MAY 1979

Model Building Teaches Cadets Principles Of Flight

PINE BEACH, N.J. — Although the temperature dropped to zero, 12 Civil Air Patrol cadets at the Admiral Farragut Academy here braved the cold on a recent Sunday to launch model rockets, which they built during a workshop weekend.

At their Friday meeting, Capt. John O'Hara, director of aerospace education for the New Jersey Wing, spoke on the theory of flight, astronomy, navigation and space travel. He was assisted by Cadet Vin DeGiovanni, Schirra Comp. Sq. and Cadet Tom Sheridan, Linden Comp. Sq.

The program continued Saturday morning. The cadets built a wind tunnel to test the model aircraft they built. The cadets were able to see first hand what the control surfaces actually do, by putting their models on a stand in the wind tunnel.

Sunday the cadets built model rockets in the morning and after lunch assembled on the football field to launch them. All rockets had recovery parachutes and were recovered.

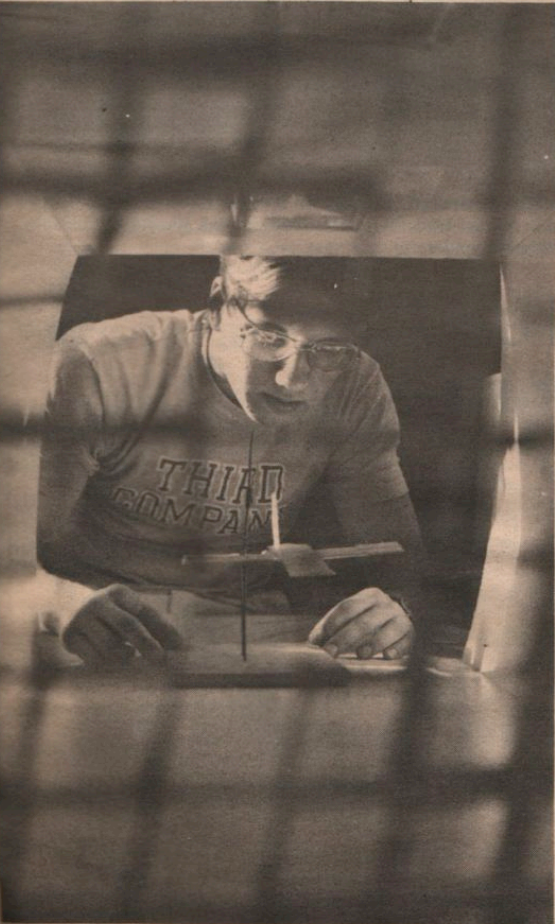
The cadets are now eagerly awaiting O'Hara's return for an advanced aerospace workshop.



WIND TUNNEL CONSTRUCTION — Capt. John O'Hara, director of aerospace education for the New Jersey Wing, rear center, watches cadets as they plan and build a wind tunnel to test model airplanes they built during a recent workshop.



STAR GAZING — Cadet Tom Sheridan, Linden Comp. Sq. (New Jersey Wing), left, instructs Cadet Chip Shaw on use of a telescope as Cadet Ross Birns waits his turn to look at the stars. Both are CAP cadets in the Admiral Farragut Cadet Sq.



CADET CHIP SHAW sets his model aircraft in the wind tunnel to check out the control surfaces.

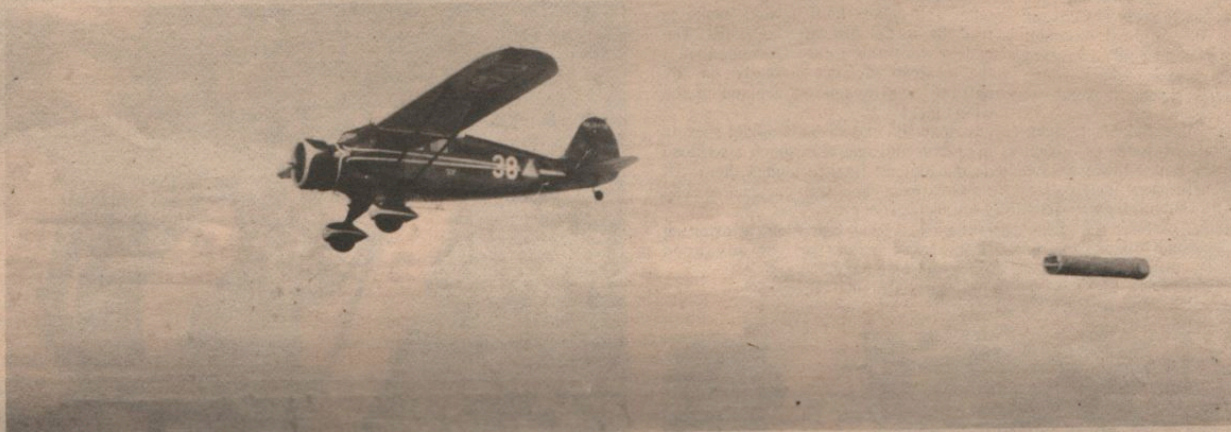


CONSTELLATIONS — Capt. John O'Hara, left, explains a star map to Cadets Tom Pamalone, Jeff Faut and John Shavinsky, who are CAP cadets at the Admiral Farragut Academy.



LIFT-OFF — The CAP cadets gather on the football field to test their model rockets.

Way Back When



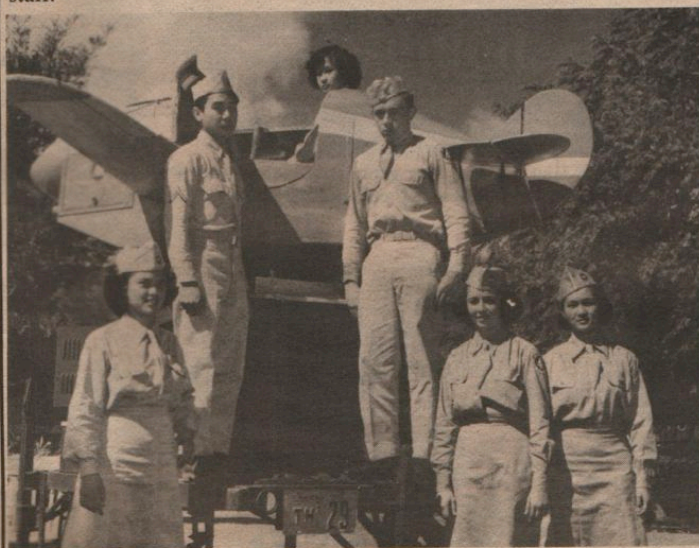
TOW TARGET — This photo of a World War II CAP aircraft towing a target sleeve was submitted by Lt. Col. Omar Crim of the West Virginia Wing staff.



MODEL BUILDERS — Cadets of the Maywood Sq. 611-5 (Illinois Wing) pose with model airplanes they built for a squadron model airplane contest in September 1949. Photo submitted by Lt. Col. Bernard J. Minardi, Illinois Wing staff.



BOB HOPE entertains British IACE cadets in the South Dakota State Capitol building in Pierre in August 1952. Photo submitted by Col. Harold K. Lindseth, South Dakota Wing commander.



HAWAII CADETS of the Waialua High School Flight posed for the Honolulu Star-Bulletin's Feb. 26, 1951, edition during a recruiting drill with a Link trainer. Left to right, they are Elizabeth Kuni, Conrad Dangaran, Laura Ng, Leonard Fisher, Marilyn Borges and Shirley Ah-Let. Photo submitted by Capt. Harold S. Levy Jr., Waianane Cadet Sq.



STARCHED UNIFORMS were in style in October 1954 when Cadets Ellen MacNeil, left, Karen Krebs Winslow and Carol Witt of the Arizona Wing posed for this photo taken by A. Schenck and sent in by the Arizona Wing Office of Information.

Mobile Relay Units Provide State-Wide Communications

By CAPT. THOMAS TRAVER
Information Officer
Oregon Wing

PORTLAND, Ore. — The time is midnight and the place is an empty field in northwest Oregon. The quiet is disturbed by a tractor-trailer lumbering up the gravel road and into the field.

For a moment all is quiet, then follows a brief flurry of activity as an antenna goes up and a diesel generator starts. Fifteen minutes have passed since the truck came to a halt, and in those minutes the Oregon Wing Communications Center has virtual statewide SSB and UHF communications operational.

One by one, using special mobile relay units, CAP squadrons throughout the state began checking in. This was the 1978 Oregon Wing search and rescue exercise and also the beginning of a special communications project.

The brainchild of the newly formed Wing Repeater Advisory Committee, the special communications set-up was designed for a two-fold purpose: to provide statewide communications for Oregon's first multi-organizational search and rescue exercise, and to establish a workable plan for the eventual installation of 12 repeater

stations throughout the state.

"At the time of the test, we had only two local repeater stations," said Capt. Jim Schmitt, director of communications. "Today, as a result of the success of the exercise, we have four in operation, three ready for renovation and plans to install a total of 12. There are 75 base, 190 mobile and 80 airborne licensed radio stations in the wing, but until now we have had very limited means of hooking them all together in an emergency. Under the plan established by the repeater committee, we will soon have a virtual statewide system, using both long-range, high-power and local low-power repeaters."

By using mobile relay stations during the exercise, the wing communications section was able to establish a workable plan based on what needed to be done, where repeaters should be placed and what the results would be when they become operational.

"The major obstacle was the procurement of the repeater stations. A new station, fully operational would cost about \$3,000," said Schmitt, "but by acquiring used equipment and using the technical expertise of CAP members in the wing, we

can put each repeater on the air for about \$500, including all crystals, custom-made control units — the works."

Schmitt said credit goes entirely to the repeater committee. "These fellows have spent hours going over plans and working out the various physical and technical problems connected with power output, physical location, local radio interference, testing of equipment — everything."

He said they hope to have the first long-range repeater operational by mid-July, with the second one in shortly later. "With the long-range units operational, we will be able to establish north-south, east-west line of direct communications from border to border."

Communications plans are for more than just the repeaters. "Currently we are over-hauling the communications trainer, refurbishing a teletype system and preparing to update the communications gear."

Schmitt said. "Today, we still need mobile relay stations for a statewide system. Tomorrow, a man in the field with a five-watt walkie-talkie will be able to talk to a station anywhere at anytime."



OHIO HONOREES — Associate member Gregory Chokan II of Cleveland, left, and Lt. Col. Albert Savoy of the Lancaster Comp. Sq. (Ohio Wing) are the youngest and oldest Civil Air Patrol members in Ohio. They were recently recognized at a wing meeting. Savoy is on record as the oldest person to receive a pilot license.

Ohio Wing Honors Two

RICKENBACKER AFB, Ohio — The oldest and youngest members of the Ohio Wing were recognized recently at a meeting here.

Gregory Chokan II, 10 months, of Cleveland, an associate member of CAP, is the youngest. He is the son of the late Maj. Gregory Chokan, who was killed in an accident while returning from a search mission, and 1st Lt. Janet Chokan, now wing information officer.

The oldest member is Lt. Col. Albert Savoy, 83, an attorney

from Lancaster, a member of the Lancaster Comp. Sq. 1002. He is the great-great grandson of a Duke of Savoy who was killed in the French Revolution. The Duke's son was a general on Napoleon's staff who shared his exile on St. Helena and later emigrated to Ohio.

Savoy was flying instructor in World War I, and recently received his private pilot license. He is entered in the Guinness World Book of Records as the oldest person to receive a private license. He has been a CAP member since 1977.

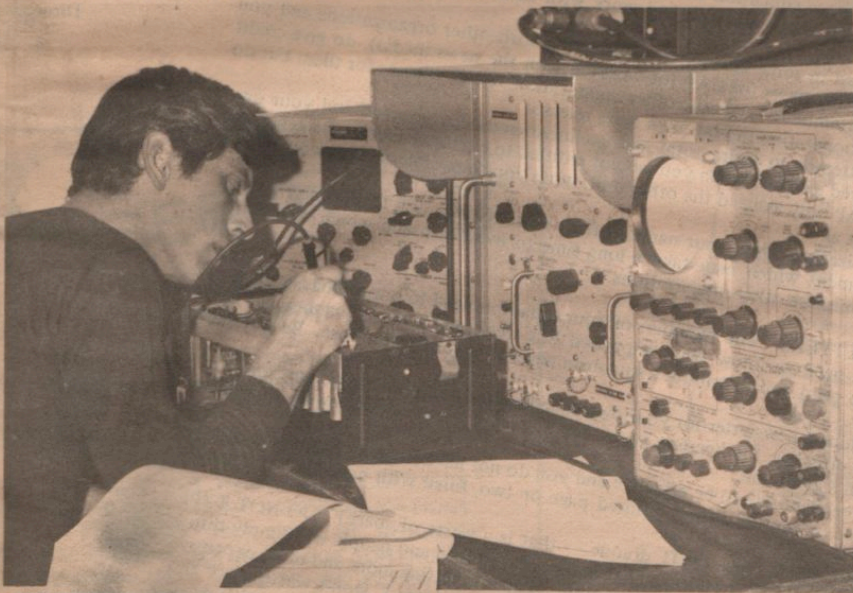
Leadership Schools Planned

MAXWELL AFB, Ala. — The Southeast Region has scheduled the following Squadron Leadership Schools (SLS) for 1979.

July 28-29, Robins AFB, Ga.
Sept. 15-16, Memphis, Tenn.
Sept. 22-23, Birmingham, Ala.
Nov. 3-4, Jackson, Miss.

Attendance at an SLS is now a Level 2 training requirement for all senior CAP members, said Lt. Col. Richard J. Curran of the Southeast Region staff.

To apply send CAP Form 17s to: Headquarters, Southeast Region, CAP
Route 1, Box 478
Elmore, Ala. 36025



EQUIPMENT CHECKOUT — Capt. Jim Schmitt, director of communications for the Oregon Wing who is also a radio technician, checks out some recently acquired VHF equipment. The wing's testing gear includes a variable wave oscillator, oscilloscope and frequency counter. The wing's goal is to establish statewide communications on VHF channels.

Charlotte Squadrons Join Forces For Exercise

CHARLOTTE, N.C. — The 111th Air Rescue and Recovery Cadet Sq. (North Carolina Wing) and the Charlotte-Mecklenburg County Office of Civil Preparedness recently sponsored an exercise that simulated the crash of an aircraft carrying radioactive cobalt.

The Charlotte Air Rescue Comp. Sq. (North Carolina Wing), city and county police, the Charlotte Life Saving Squad, Federal Aviation Administration

and the Salvation Army also participated.

Lt. Col. Joseph R. Bondurant, wing senior mission coordinator, conducted the exercise from the wing mission coordinator center in the 111th Squadron's building at Charlotte's Douglas Municipal Airport.

The exercise began at 9:30 a.m. with a simulated message from the Charlotte Tower that a light aircraft had reported an electrical fire in its cabin and

was losing control. Aircraft were dispatched to search south of the city and ground teams conducted an ELT search in the area. However, no ELT signals were heard and the search was limited to visual sightings.

Maj. Ben Griffin, 111th commander, piloting a search aircraft, reported finding the crash site at 2 p.m.

Also on board the aircraft were cadets Hugh Carter and Dickie Hayes and a reporter for

a local radio station.

Ground teams in two 111th rescue vehicles, a Life Saving Squad ambulance and a Civil Preparedness decontamination van went to the scene of the simulated crash. A city police helicopter airlifted a ground decontamination team from the 111th Squadron.

Camera crews from two local television stations came to film the decontamination, recovery and first aid sequences of the ex-

ercise.

The wreckage used for the exercise was the fuselage of a damaged light aircraft that a local flying service donated. Cadets John Pharr and Gary Squires had the roles of injured persons. Six radioactive sources had been hidden at the scene by Civil Preparedness personnel. All six were found and contained within 15 minutes by a team led by 1st Lt. Kevin Toevs, 111th Squadron emergency services officer.



CIVIL AIR PATROL BULLETIN

PUBLISHED BY NATIONAL HEADQUARTERS
MAXWELL AIR FORCE BASE, ALABAMA

MAY 1979

NUMBER 5

OPERATIONS

1. **UNAUTHORIZED RADIO FREQUENCY OPERATIONS.** CAP units and members are licensed by the FCC to operate radio equipment, ground, mobile, air, only on those frequencies assigned to CAP by FAA, the FCC and USAF. CAP operations on other than these assigned/authorized frequencies, such as maritime frequencies, are not covered by the FCC licenses issued to the CAP. Therefore, CAP operations on other than CAP frequencies must be requested by the frequency manager and authorized by the FCC. Separate FCC licenses must be issued and operations must be performed under the auspices of the responsible agency with call signs assigned by the managing unit. Violators subject themselves to the withdrawal of their CAP station licenses, either by CAP commanders or the FCC. **DOK**

2. **COMMUNICATIONS - - AUTOPATCH.** FCC has advised National Headquarters/DOK that CAP autopatch operations are not permitted. Autopatch violates federal law due to interstate communications connections. Existing or planned autopatch operations should be terminated. **DOK**

INFORMATION

3. **CREDIT WHERE DUE - -** Civil Air Patrol is not the only organization which conducts search and rescue operations (or aerospace education activities or youth training, either). Therefore, CAP is expected to and must learn to cooperate with and work with these other organizations for the benefit of the community.

If your CAP unit is engaged in some activity in cooperation with other organizations and you are responsible for writing up the news for CAP (or working with the news media), do give credit where credit is due. Don't attempt to write the other organization's news releases for them but do acknowledge their help and cooperation in your own news release.

In other words, don't attempt to claim total and exclusive credit for yourself and your own unit when others were involved also and when you are not entitled to exclusive credit. Be generous. By the same token, if CAP only assisted the other unit, write your news release that way. Don't make it sound like you did it all.

And, if the other organization omits your name in their news release, don't jump on them for it. You will create resentment which may take a long time to live down and which could stifle any future cooperation from these other organizations. **OII**

4. **SQUADRON NEWSLETTERS.** The members of your squadron need to know what is going on in their own unit. They need to know what happened last week and what is planned for next week. An ideal way is to print and distribute a squadron newsletter for this purpose. Be sure that every member gets a copy.

If you are not publishing a newsletter for your own squadron (or group or wing), start one now. Nothing else is quite as effective for keeping your own members informed and aware of what is going on - - if you publish a good one.

It does not have to be elaborate to be effective and you do not have to be a newspaper reporter or editor to publish one. A simple, cleanly printed page or two, filled with news, is the most effective kind.

Type your newsletter, single-space (NOT double - - that is a waste of space). **DO NOT TYPE IN ALL CAPITAL LETTERS LIKE THIS.** (That is too hard to read and people will simply throw it aside.) Use both sides of the paper, if at all possible. (Paper is getting more and more expensive and harder to get. Using only one side of the paper is a waste of paper.) Don't waste space and time on "cutie pie" little jokes and cartoons (same reason as above). Fill the space with news. Publish your newsletter on a regular basis - - at least once a month, but once a week if possible. If you will write us a note at this address, we will send you a little pamphlet on publishing newsletters. **OII**

TRAINING

5. **MISSION COORDINATORS ATTENTION.** The National SAR School East is a one-week course designed to make good coordinators better. It covers all aspects of organization, planning, communications, and operations involving inland search and rescue. If you are a mission coordinator and apply, you have a very good chance of selection this year. The school is at Governors Island, New York. Dates are 30 July thru 3 August. Apply immediately through channels on

THE CIVIL AIR PATROL "BULLETIN" IS PUBLISHED MONTHLY. IT CONTAINS OFFICIAL ANNOUNCEMENTS, INTERIM CHANGES TO CAP PUBLICATIONS, AND OTHER ITEMS OF INTEREST FOR ALL CAP MEMBERS.

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in Cont'd

P National Headquarters/TTN, Building 714, Maxwell AFB AL 36112. Applications have been extended to 1 June 1979. See you there!

FF COLLEGE APPLICATIONS. Although application deadline is past for college, the Region Staff Colleges (RSC) are still seeking qualified students. Check Air Patrol News for dates and application procedures for a RSC near you, and TTN

X-TRA PAPERWORK. General Gardner has announced his desire to get rid of that threatens to inundate the volunteer members of the Civil Air Patrol. All advisors have been tasked to again scan the regulations, procedures, and reporting training to their area, and to eliminate all unnecessary paperwork. Additionally, Task Force has been rejuvenated, with a charter to effectively reduce the paperwork/recommendations to the Task Force are welcome from all CAP members. Let's get on the soap box, don't miss it. Let your thoughts be known, and a fair review is guaranteed by the Task Force members. Task Force findings will be forwarded to General Gardner for final review and approval/disapproval. Mail all inputs to National Headquarters, DA, Attn: Lt Colonel Skinner.

ADJUTANT GENERAL

Lt Col, USAF
Administration

CONSERVE!

CONSERVE BLANK FORMS
AND PUBLICATIONS

THE PAPER SHORTAGE REMAINS WITH US AND IS GETTING MORE INTENSE BY THE DAY. PAPER USERS ARE NOW BEING PUT ON ALLOCATION AND THE PRICES ARE INCREASING AT AN UNBELIEVABLE RATE. NATIONAL HEADQUARTERS DOES NOT WANT TO DISCONTINUE SUPPLYING BLANK FORMS AND PUBLICATIONS (FOR OFFICIAL CAP USE) FREE OF CHARGE. HOWEVER, IF THE PAPER SHORTAGE CONTINUES SOME MEASURE WILL HAVE TO BE TAKEN SO THAT WE CAN CONTINUE TO OPERATE WITH NO SERIOUS EFFECT ON THE CAP MISSION. EACH MEMBER IN CAP CAN HELP BY CONSERVING BLANK FORMS AND SAFEGUARDING PUBLICATIONS. ALL CAP UNITS ARE AUTHORIZED TO REPRODUCE LOCALLY ANY FORM OR PUBLICATION AS LONG AS THERE ARE NO CHANGES OR ALTERATIONS.



SAFETY CORNER

MEMORIAL DAY WEEKEND (Fun or Foolish)

Yep! We have a long weekend coming up. The Memorial Day weekend is normally thought of as the beginning of spring. A time to get outdoors and get rid of the winter "blaas."

Well, some members of CAP will really go out of their way to shake off these "blaas." "Too far" - "Too long" and "Too fast." Yep! Some of them won't even come back.

Others have taken to the lakes and rivers. No life vest worn in boat - over crowded - and what happens? You guessed it - turned over - drowned. Or others have been wading or swimming in an unprotected body of water - stepped into a deep hole - and down they went.

The point I'm making is, have fun - but don't attempt it by being foolish. Everybody knows the rules, so why not play by them and stay with us for a while.

S. AIR FORCE -- THE AEROSPACE TEAM

Linked Repeaters Extend Range

By SM BRUCE KEPES
Ohio Wing
Communications Engineer

This is the second article of a three-part series on the use of repeater stations in the Ohio Wing communications system.

Last month we discussed the use of repeaters and simplex for communications. We learned the difference between simplex, which is used for relatively short distances and repeater operation. We saw how a repeater can extend operating ranges to 50 miles or more.

How would we extend our VHF range even more? How would a communicator in Cincinnati using a hand-held unit talk to Cleveland? How could the Ohio Wing Liaison Office in Columbus contact the Ohio Wing commander driving a car in Dayton?

Some interesting questions are posed and the answers are a bit more complicated. First, we

must assume there is a repeater operating in each area of the state we wish to tie together or link. Today, there are repeaters operating in Lima, Dayton and Cincinnati. Plans call for repeaters to be operational in the very near future in Columbus, Lancaster, Lucasville and Hinkley. The Hinkley repeater will provide coverage for the Cleveland, Lorain, Akron area. Longer range plans call for repeaters in Youngstown, Sandusky, Toledo, Mansfield, Coshocton, Delaware and Washington Court House.

The question of how to link these repeaters must now be answered. There are several options, telephone lines, microwaves or radio signals beamed from repeater to repeater. Telephone lines and microwaves are too expensive, so we will use UHF radio signals and beam antennas. Inquiries

have been made and hopefully several UHF frequencies in the 406-420MHz band will be available for CAP link use.

A repeater antenna is omnidirectional, meaning it transmits and receives in all directions. This gives us a circular area of radio coverage, visualize a large wheel lying flat on the ground. The antenna is the hub and the area inside the wheel is the area of primary radio coverage. Each wheel is approximately 50 miles across and there is a wheel at each city mentioned above. Some of these wheels will overlap slightly while others will not. There are electronic means available to change the shapes of the area of primary coverage, using this technique we can reduce overlap to a minimum.

We will now link our repeaters together to provide a state-wide VHF communications system. It

is 63 miles from Dayton to Columbus, each repeater uses an omni-directional antenna, and the area of primary coverage is not large enough to allow a station in Dayton to talk with a station in Columbus.

Each repeater has an additional UHF transmitter and transmitter. The receiver is turned on at all times and the transmitter is in standby. There is a beam antenna at each repeater and their antennas are pointed toward each other.

When the communicator in Columbus wants to talk to Dayton, he uses an electronic tone to activate a relay in the Columbus repeater. This relay turns on the UHF link transmitter and all transmissions occurring on the Columbus repeater are beamed via the UHF link to Dayton. These transmissions are received by the Dayton UHF receiver and are

rebroadcast by the Dayton repeater. A communicator in Dayton then uses an electronic tone to activate the Dayton UHF link transmitter and carries on a conversation with the station in Columbus.

To talk to Lancaster the Columbus station would use a different electronic tone to activate another link transmitter. If a Dayton communicator wishes to talk to Lancaster, he first transmits a tone to activate the Columbus link, then another different tone to activate the Lancaster link. Using this type of system, the entire state can be linked together.

Next month I will show you a map with a VHF repeater and UHF link proposal for the Ohio Wing. If you have a question or suggestion please forward it to me, Bruce Kepes, Ohio Wing Communications Engineer, Wright-Patterson AFB, Ohio 45433.



AFA AWARD — James G. Sandman, president of the Sacramento Chapter 116 of the Air Force Association, left, presents a special award to Cadet Karen S. Hall, McClellan Cadet Sq. 12 (California Wing), as the Sacramento area's outstanding cadet of the year for her "unusual drive and determination to lead and direct her fellow cadets and to learn and practice the fundamental administrative and management concepts."

Oregon Governor Presents Award To Cadet Wright

PORTLAND, Ore. — Cadet Kenneth Wright of the Lane County Comp. Sq. (Oregon Wing) has received the Gen. Carl A. Spaatz Award.

The award was presented in special ceremonies at the Oregon State Capitol in Salem by Gov. Victor Atiyeh.

Wright has been a CAP member since 1974. He was awarded a scholarship for flight training by the Daedalians and earned his private pilot license last year.

He is past cadet commander of

the Mahlon Sweet Comp. Sq. and has served as deputy commander of the Lane County Comp. Sq.

In 1978 he went to Sweden in the IACE. He was flight commander at the National Cadet Officers School in 1977.

A graduate of Eugene High School in Eugene, Ore., Wright attended an academy preparatory school and recently received notice of appointment to the U.S. Air Force Academy.

He is a member of the National Honor Society.

Cadets Nominated To Academies

MAXWELL AFB, Ala. — Several Civil Air Patrol cadets have been recently nominated to service academies.

Cadet Lucinda Baker of the Vidor Comp. Sq. (Texas Wing) was nominated to the Air Force Academy by Congressman Jack Brooks. She was second alternate from a list of 14,000 applicants.

Three cadets of the Five Points Comp. Sq. (Michigan Wing) were nominated by

Congressman William M. Broadhead. Cadet Stephen D. Ward was nominated to the United States Military Academy. Cadet Alan P. Dickinson was nominated to the Air Force Academy. Cadet Cheryn R. Brown received nomination to the Air Force Academy and to the Naval Academy.

Seven former Five Points cadets have graduated from service academies.

New Aircraft Update Fleet

LEBANON, N.H. — "New Hampshire Wing has taken a giant step in its program to bring its air fleet up to date," said Lt. Col. Calvin W. Stiles, wing operations officer, when the wing recently returned two aircraft to national headquarters for disposal.

"We turned in airplanes manufactured in the 1950s," he said, "and expect by summer to

have two much more modern aircraft to replace them."

The aircraft will be replaced by a Helio Courier and a Cessna T-41B. According to Stiles, "The Helio is fast and maneuverable, as well as capable of extremely slow flight and operations from the shortest of airstrips. These are important features in a search and rescue aircraft. The T-41B is a military version of a light aircraft. Its ex-

ceptionally high-powered engine yields the speed and maneuverability to conduct air searches in mountainous terrain."

The airplanes returned to national headquarters were two DeHavilland Beavers manufactured some 20 years ago. Stiles and two other CAP pilots recently ferried these aircraft to Seymour, Ind., for redeployment by CAP national officials.

Member Helps Save Granddaughter

FAIRBANKS, Alaska — The life of the granddaughter of a CAP member was saved by a helicopter crew from Eielson AFB recently.

SM Everett Long of the Yukon Sr. Sq. here reports that the baby born to his daughter and her husband in a cabin in a remote area on the Yukon River had an intestinal blockage.

He had been expecting to fly his own plane north to the cabin

to get word of the child's birth. Since the cabin does not have a landing area, the words "boy" or "girl" were to be stamped out in the snow. Other signals would indicate a need for additional help in case of problems.

However, the baby was born a week early, and his son-in-law hitched up a dog team to go to a neighbor's cabin downriver to use a radio to call for help.

In the morning, Long received

a call from the Alaska State Police, telling him of the emergency. He was the only person who could give directions for the rescue helicopter to get to the cabin to make the pickup. He gave the grid coordinates of the cabin to the Alaska Rescue Control Center and waited.

Four hours later the baby arrived at the hospital helipad. She is now doing well after surgery.



SPAATZ AWARD — Victor Atiyeh, governor of Oregon, left, presents the Gen. Carl A. Spaatz Award to Cadet Kenneth Wright of the Lane County Comp. Sq. (Oregon Wing) at the State Capitol building in Salem. (Photo by Capt. Tom Traver)

Searching For Aircraft Is Not Easy

By Lt. Col. ROBERT MATTSOHN
HQ. CAP—USAF

In March I attended a NATO-sponsored conference that concerned search theory and practical applications.

Of course, one of the most practical applications is the search for missing persons with the hope of saving lives. We discussed all aspects of search and rescue (missing boats, aircraft, people, etc.) and determined that recent developments in search theory could assist us in our search mission.

Of all the SAR problems, the missing aircraft is probably one of the easier to solve. This is because the target is stationary, not actively avoiding detection and sometimes even assisting the search (ELT, survivors' signals, etc.). The major problems with an overland search are determining the high probability areas and actually seeing the crash site.

These are formidable problems, but consider the over-water search for a missing vessel. The target is not stationary and, contrary to what you may think, it is not easy to spot a small boat, life raft or person in the water.

A search for a missing person on land may be for a moving target, and the person may be actively avoiding the searchers! So, our search for the crashed aircraft, and hopefully survivors, is comparatively tame.

The key to success is to use all available information to determine the high probability areas and then to effectively search those areas.

On any search for a missing aircraft, it is not possible to visually search the entire possibility area (i.e., the area where the aircraft could have gone). Example: Four hours of fuel and 100 knots equal a radius of 400 nautical miles or more than 500,000 square miles. Most of the area may be searched electronically for an ELT signal, but any visual search for survivor's signals or for the crash site must be more concentrated.

The reduction from the possibility area to the probable area requires much effort and is the key to a successful search. The mission coordinator and staff must actively gather as much information as possible concerning the aircraft. To gather this data, many individuals and agencies must be contacted. At some

SAR PEOPLE

point, the mission coordinator will have enough information to estimate the probable routes of the aircraft.

Some statistical information is available that indicates how far off the route the crash site may be located. And, along each route, there are usually some points with even higher probability (high terrain, marginal weather, etc.). These routes and their associated high probability areas should receive the majority of search effort.

But, what is the best way to use available search forces?

That is the second part of our problem, and one that can be

answered quite easily by current search theory. Formulas and problems are available that will give the optimal method for using available resources. The routines are not too complicated and have been incorporated into large computer programs (CASP), small computer programs (personal computers), and even programmable calculators. I have been working on a few charts that eliminate the need for any fancy math, but these are still in the development stage and I'll share them in the future.

There is a very low probability of detection (POD) when looking for the crashed aircraft in the woods, and we must re-search the high probability areas several times before we expand the search to other areas. Optimal search routines can give you the optimum number of searches for each specific case.

But, maybe we are spending too much time, early in the search, looking for the crash site. Possibly more effort should be put into ELT searches and searches for visual signals from the survivors.

These searches should be performed on the first and second

day when the probability of survivors is relatively high and the possibility of receiving a signal is greater. Because our POD is greater for signals, more area can be covered and the overall probability of success may be higher.

The optimization of search effort split between ELT, visual signal and crash site search is more complex, but it can be solved. I presented this problem to the theoreticians at the NATO conference and maybe one of them will help us.

In conclusion, I'd like you to know that we are not alone in searching for objects, and that much effort is going into improving the effectiveness of search. Much work has been done that directly relates to our problem, and optimization routines are available for small computers.

My initial look at our current search procedures indicates that we need to spend more search effort (up to five searches) in the high probability areas before we expand the search.

If you have any questions or comments, please write to Lt. Col. R.J. Mattson, HQ. CAP—USAF/DOS, Maxwell AFB, Ala. 36112.



CAP BOOKLET — Cadets of the Lantana-Lake Worth Cadet Sq. (Florida Wing), present copies of the Report to Congress to golfers participating in the Palm Beach (Fla.) Golf Classic. From left they are: Ben Crenshaw, Cadet Ted Smith, Cadet Greg Vanbalvern, Sam Sneed, Jerry Pate, Cadet John Sczymanski and Jack Nicklaus. The cadets worked with the American Cancer Society on the project.

Honorary Membership Presented

NEW YORK, N.Y. — Members of the New York Wing headquarters and of CAP units throughout the New York City area gathered recently for the presentation of an honorary Civil Air Patrol membership to Senator Barry Goldwater.

Actress Maureen O'Hara, owner of Antilles Airboat Service, accepted the award on behalf of Goldwater. The honorary membership certificate was presented by Col. D. Welker, representing the national commander, and Col. Roy R. Arroll, New York Wing commander.

Goldwater was honored for his past and present contributions to aviation at the ceremonies that took place at the U.S. Custom House in the World Trade Center.

In addition to the presentation, cadets and senior members viewed a showing of the Air and Sea exhibition at the Custom House. Through a series of pain-

tings, models, dioramas and displays, the exhibit depicted progress in naval aviation and the history of commercial air and sea transportation.

The Air and Sea exhibition was sponsored by Odysseys in Flight, an organization of aviators, which is attempting to secure funds to convert the USS Intrepid, a World War II aircraft carrier, into a floating aerospace and nautical museum to be located in New York harbor.

Goldwater is a member of the Odysseys in Flight board of directors.

Another Odysseys in Flight supporter, James Ean, worked closely with CAP to plan and coordinate the presentation and tour of Air and Sea. Ean, a former member of the Blue Angels, Navy precision flight team, and a past CAP member, has visited squadrons in the Brooklyn Group to relate his experiences and discuss future

aviation careers with cadets. Ean has also been a bomber and carrier fighter pilot.

Air National Guard Helicopters Aid California Unit In Search

LIVERMORE, Calif. — Hayward Comp. Sq. 156 (California Wing), based at the Livermore Airport, assisted in finding a downed plane near Twain Harte, eight miles east of Sonoma, Calif.

The aircraft, a Cessna 182, with two people on board, went down Feb. 21 and was located March 3. There were no survivors.

After conventional CAP search aircraft and techniques were unsuccessful, Lt. Col. Fred Morris, commander of Group 16, contacted the 49th Air National Guard at Stockton Airport and coordinated the successful search using the Guards Chinook helicopters with CAP observers

on board.

The helicopters were able to go deep into canyons and located the aircraft, which had impacted a canyon wall, within a few hours. While one helicopter landed to confirm the find, another helicopter hovered over the site to maintain communications and mark the crash location while the first crew hiked to the site.

The CAP team and helicopter crew returned to the site with the local sheriff's deputy and county coroner to remove the bodies and take pictures for accident investigation.

The CAP personnel involved were Maj. Ed. Ryan, Capt. Terence Taylor, Capt. Fred Staedel and Cadet Curt Held.

ATTENTION! IN CASE YOU DIDN'T RECEIVE A RENEWAL REMINDER!

In case you didn't receive a reminder from National Headquarters to renew your membership, or if you have misplaced your card, you may use this form to remit your membership dues. Mail, along with your remittance, to: National Headquarters (DPH), Maxwell AFB, Ala. 36112.

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Sergeant Wins Freedoms Award

MAXWELL AFB, Ala. — MSgt. Anthony Hooks Jr., Hq. CAP-USAF, has won a George Washington Honor Medal Award and \$50 Savings Bond in the organization's annual contest. The theme was "Why am I In The Uniform Of My Country?"

"I was really shocked to hear I had won," said Sgt. Hooks. "It was the first time I had entered the contest and only did so this time when a friend challenged me to give it a try. It took about two months for me to get down on paper what I wanted to say," added Sgt. Hooks, "but the finished product really reflected my true feelings."

A veteran of more than 15 years service, Hooks is currently logistics inspector on the Headquarters CAP-USAF Inspector General team.

The Freedoms Foundation at Valley Forge, Pa., is dedicated to safeguarding the American concept of personal freedom that motivated George Washington and his troops there some 200 years ago.

Hooks' essay follows.

Why am I in the uniform of my country?

This question leaves nothing to my imagination — I know why I am in the uniform of my country. My being in uniform announces candidly that I have

been raised to a noble standard of Americanization.

As an American, I proudly emphasize my support for America by wearing the uniform of my country. I feel it is an honor, duty, and an innate responsibility to uphold the principles upon which this country was founded and the philosophies which this country advocates as a part of my being in uniform.

I am in uniform because I believe in the principles and the philosophies that caused my forefathers to break political ties with Great Britain for their oppression of human rights and tyranny.

The recognition by our leaders of the importance of freedom, the necessity to protect human rights, and the ability to function as an independent governing body, led the Continental Congress on July 4, 1776, to sign our Declaration of Independence. It states, "We hold these truths to be self-evident; that all men are created equal; that they are endowed by their Creator with certain unalienable Rights; that among these are Life, Liberty, and pursuit of Happiness..."

I believe as I wear the uniform, I reaffirm my allegiance to protect and preserve those

truths set forth in the Declaration of Independence.

Being in uniform has taught me tolerance, obedience, and compassion. I have tolerance because I am able to visualize the importance of freedom. Patience is the necessary ingredient for a continued viable military force trained to detect and deter aggression. Above all, I have learned to have freedom from bigotry and prejudice.

I am obedient because I possess the temperament that submits to authority — a necessity for one to function in a military way of life. I am compassionate because I am concerned about the sufferings of others, and I have a deep sympathy and a sincere urge to help America protect the human rights of others. In the uniform of my country, I am a resource that can be used for the will and betterment of our people.

I strongly believe I am attesting to the strengths of our Constitution by proudly wearing the uniform of my country. I restated my patriotism for America by my volunteer enlistment into the Armed Forces. I stated to the Divine that, "I shall defend and protect the American Rights set forth in the Constitution of the United States of America."

It states, "We the People of the United States, in Order to form a more perfect Union, establish Justice, insure Domestic Tranquility...secure the Blessings of Liberty...." I believe by wearing the uniform, I confirm the intent of the Constitution.

I am in this uniform not because I have been enslaved,

but because I want and love to be in the uniform of my country. I am in uniform also because to me it symbolizes love, peace, tranquility, sovereignty, and respect for human rights. Being an American and in the uniform of my country reveals to me a thin line between war and peace and makes me an emissary for civil government.



FREEDOMS AWARD — Air Force MSgt. Anthony Hooks Jr., right, a member of the Hq. CAP-USAF inspection team, receives his award for a winning essay in the annual Freedoms Foundation letter-writing contest from Brig. Gen. Paul E. Gardner, CAP executive director and commander of CAP-USAF.

New Squadron Formed With AFJROTC Cadets

ALBUQUERQUE, N.M. — Cadets from the New Mexico 51st AFJROTC Sq. formed the cadet body of the newly formed Black Sheep Comp. Sq. (New Mexico Wing) here.

The squadron held its organizational meeting and received its charter last November and had its first operational search and rescue mission Dec. 1. The cadets had received 16 hours of emergency services training prior to the mission. The squadron responded to a three-day mission with 24 cadets, putting more cadets into the field on a single mission than

the whole wing had previously done in the last 14 years.

The squadron was responsible for clearing, through ground interrogation, three times the area covered by aircraft during the mission because weather prevented pilots from covering much of the area. The mission coordinator commended the cadets for their work.

Col. Earl Livingston, wing commander, commented on the fine showing and rapid progress made by the squadron members. He said that in his memory no squadron had come so far so fast in the New Mexico Wing.

De Pass Earns Spaatz Award

BROOKLYN, N.Y. — Warrant Officer Robert S. De Pass, commander of Brooklyn Cadet Sq. 4 (New York Wing), recently received the Gen. Carl A. Spaatz Award in special ceremonies at squadron headquarters.

The award was presented by Kenneth Haber, assistant to Brooklyn Borough president, the wing liaison officer, Col. G. Partridge, and Capt. James Capozzi, commander of the Brooklyn Group.

New York mayor Edward Koch sent a letter of congratulations to De Pass.

Capt. R.L. Meier, of the Naval Reserve, was host for the award ceremony because he is commander of the Armed Forces Reserve Center at Floyd Bennett

Field where the squadron is based.

De Pass joined CAP six years ago in the squadron he now commands. He was cadet commander in 1975 and received his solo badge in 1976. In 1977 he transferred to Brooklyn Cadet Sq. 2 where he was aerospace education officer. He returned to his present squadron as commander in 1978.

Since then the squadron has grown many times in strength and has moved to its present home in the Armed Forces Reserve Center.

De Pass is a graduating senior from Brooklyn College, with a degree in chemistry. He hopes to pursue a career in the sciences.



WINTER SURVIVAL — Two cadets at the Hawk Mountain Winter Survival School find an easy method of transporting gear to the field exercises. More than 80 students attended the Pennsylvania Wing's annual winter training courses. (Photo by Capt. Ray Kaminski)

Group Recruits Flight Surgeon

EAST HILLS, N.Y. — The Nassau County Group of the New York Wing has a flight surgeon on its headquarters staff.

Dr. Donald LaBrecque was recruited by Lt. Col. Arthur Loechner.

LaBrecque is an FAA certified medical examiner, as well as being a pilot and aircraft owner. He is a resident of Massapequa, N.Y., and operates a clinic in Brooklyn and practices in Massapequa. He is a specialist in

internal medicine and cardiology.

Currently LaBrecque supervises the training of the groups land rescue team and keeps track of the annual physical examinations of the pilots.

Senior Awards

Grover Loening Awards

Larry G. Stewart 32137 Maureen T. Lehman 45001

Paul E. Garber Awards

Richard G. Miller 11047 Maxine M. Quimby 36073
John L. Skinion 11064 Barry R. Metz 37080
Matthew P. Paulson 20001 Harlie H. Masters 37106
Miles T. Brookes 25001 George R. Erb 37189
William A. Eckhoff 31001 Floyd B. Callihan 45001
Lewis M. Ashbrook 34001

CADET AWARDS

Earhart Awards—March 1979

Mark D. Garland 03046 Edith A. Disler 20145 Shaun P. Welsh 37081
David P. Pavey 04138 Elizabeth Romanak 20145 Thomas J. Sobieski 37214
James R. Osborne 07007 Mike B. Greiger 20257 Daniel P. Watson Jr. 37226
Paul A. Griffith Jr. 08066 Robert C. Haase 20266 Daniel P. Albert 37259
Matthew P. Maranto 08066 James K. Kraft 20266 Nils C. Sorenson 42098
Alessandro Cuevas 08103 David N. Klein 29067 John D. Sullivan 42262
Jeffrey P. Boyle 08293 Michael W. Barnett 30016 Cherylann A. Morrow 45102
John R. Armstrong Jr. 08293 John D. Dunne 31249 Todd W. Grove 47020
Edward Prince Jr. 09002 Steven C. Sorenson 33048 Jerome J. Jankowski 48121
Toni S. Senn 13002 Scott C. McCleskey 34198 Luis O. Alvarado 52111
John E. Hunter 18044

Mitchell Awards—March 1979

Mike R. Semrau 01016 Ronald C. Prude 31092 Wilson Acevedo 52035
John J. Kiernan 02085 David Bramwell 31092 Angel W. Magenst 52035
Mike C. Pendergrast 04096 Paul S. Monti 31135 Wilfredo Pagan 52035
Mark A. Scott 04151 Christopher A. Heyden 31141 Milton Perez 52035
William W. Washington 04193 Joseph A. Castro 31147 Osvaldo Cubero 52035
Mark A. Carlson 04296 Donald Prince 31328 Francois Meaux 52035
Charles A. Beger 04345 Theresa A. Callaghan 31362 Samuel Vargas 52066
Gilbert M. Alvarez 04404 Tim W. Brooks 32022 Jose A. Ramos 52066
Henry D. Nanjo 04414 Jerry W. McFerron 35013 Lisa E. Padilla 52066
Jeffrey Wong 04414 David W. Pannell 35023 Angel L. Seda 52066
John F. Hobbs Jr. 08412 Alan L. Sagar 36019 Jose A. Ferreira 52066
Paul M. Nordhaus 11041 Anthony R. Sodano 37049 Luis A. Arroyo 52071
John R. Schreiber 11041 Lawrence J. Kent Jr. 37192 Juan B. Lozada 52071
Thomas M. Townsend 11113 Alan D. Houck 37267 Juan C. Montanez 52094
Tim Kelley 11189 Bruce A. Andrews 38035 Anibal Irizarry 52105
John P. Balsamo 11254 Chris T. Hayes 39009 Enid Montanez 52105
James G. Baird 12168 Michael R. Meier 40050 Nora I. Rivera 52105
Stephen A. Kropik 20003 Mark S. Flittin 43027 Odette Baez 52105
Gregory J. Kropik 20003 Michael V. Mallory 45050 Febus S.N. Feliciano 52105
Stephen M. Belkoff 20012 Eduardo P. Dona 51014 Nikla V. Huertas 52105
Mark E. Semear 20117 Christopher E. Craney 51014 Reinaldo Gollena 52105
R.P. Cunningham Jr. 20260 Inebette Arroyo 52012 Efe Theresa Rivera 52105
Steven M. Dailey 20260 Ramon L. Marquez 52012 Millie Ortiz 52105
Theodore H. Vecchio 21116 Jose L. Plaza 52012 Sara A. Lopez 52105
C.L. Havenridge 26019 Brenda I. Vot 52012 Mildred De Jesus 52119
Jeffrey P. Bauer 26055 Pedro Mercado 52012 Carlo Warynex 52119
Norman J. Kee 27049 Harold Maldonado 52012 Miguel A. Del Toro 52119
Kenneth A. Budrow 29099 Carlos G. Laboy 52012 Gilberto Martinez 52119
Carl J. Churgin 29099 Angel Green 52012 Aurelio Vazquez 52120
David J. Borgoli Jr. 31020 Hector Rivera 52012 Ricardo Lugo 52120
Anthony J.R. Verley 31088

Wartime Commander Speaks

DENVER, Colo. — Col. Harold R. Smethills, commander of the Colorado Wing from 1942 to 1945, was a recent speaker at a meeting of the 85-member Sojourners Club here.

The subject of Smethills' discourse was the wartime mission of CAP members in the Mile High State, from early organization problems through the start of the cadet training program to air search and ground rescue operations.

"The 1942 establishment of a Civil Air Patrol Airport on the site of the old Higley Field in Denver gave us a base of operations," Smethills said. "Next, the wing staff met with members of the state budget committee to establish a Department of Civil Air Patrol in Colorado. Then the state legislature appropriated \$3,000 for CAP operating expenses."

The only stipulation on the use of the funds Smethills said, was

that the money would not be used to purchase uniforms.

When the headquarters of the 2nd Air Force, whose mission was to train heavy bomber crews, was moved to Colorado Springs in 1943, the Colorado Wing became the hub of the 2nd Air Force-CAP Courier Service. "CAP pilots in their own light planes flew training material and cargo in a connecting network of scheduled flights every day — VFR weather permitting — for a year and a half.

"Our pilots were authorized to land at Army Air Force bases, and they established a record of better than 90 percent flight completions."

Smethills mentioned that Colorado Wing pilots volunteered for coastal patrol duty along the eastern seaboard.

Other wartime activities of the wing included forest patrol fire surveys, industrial courier flights, emergency medical missions, support of war bond drives, flights to spot scrap iron rusting away in open fields, mercy missions for the Red Cross and participation in the gas rationing program."

Two of the wartime objectives, Smethills said, were the development of the CAP cadet training program and the initiation of training for senior members in air search and ground rescue techniques.

Retired state Sen. Neal Bishop, who aided the Colorado Wing in obtaining the first state appropriation, was in the audience, as were several CAP courier service veterans.



WARTIME CAP VETERANS — Reunited at a recent meeting in Denver were, from left, retired Colorado state Sen. Neal Bishop; Col. Harold R. Smethills, Colorado Wing commander from 1942 until 1945; Jack Fowler, CAP-2nd Air Force courier service pilot; and Lt. Col. Bill Madsen, who was operations officer for the courier service network in Colorado in 1943-1944.

Glaze Retires From Reserve

BROKEN BOW, Neb. — CAP Lt. Col. Lester K. Glaze, a current member of the Custer Comp. Sq. (Nebraska Wing), has retired from the Air Force Reserve. During more than 35 years of active and reserve service he attained the Air Force rank of colonel.

He has been a CAP member for 14 years and known all the Air Force national commanders of the organization and executive directors since Col. Joe Mason, who was national commander from 1964 until 1967. He met Brig. Gen. Paul E. Gardner, present executive director of CAP, while assigned to the 438th Troop Carrier Wing at Offutt AFB, Neb., in 1949.

Glaze served four years in World War II in the Far East before joining the Reserves and was recalled to active duty during the Korean Conflict.

His last assignment before retirement was a Reserve coordinator for Nebraska.

At the recent Nebraska Wing conference, Glaze received the Meritorious Service Medal. The award was presented by Gen. Gardner and Lt. Col. Jimmie D. Lockhart of the Nebraska Liaison Office.

During his CAP career, Glaze has recruited more than 200 senior members and as many cadets for the Civil Air Patrol.



RETIRING RESERVIST — Lt. Col. Lester K. Glaze, Broken Bow Comp. Sq. (Nebraska Wing), recently retired after more than 35 years in the Air Force active and reserve components with the rank of colonel. Here Glaze, center, receives the Meritorious Service Award from Lt. Col. Jimmie D. Lockhart, Nebraska Wing Liaison Officer, left, and Brig. Gen. Paul E. Gardner, CAP executive director.

Former Wing Commander Dies

NASHVILLE, Tenn. — Harry Dyer, a long-time Civil Air Patrol member died here recently.

Dyer had been commander of the Tennessee Wing from January 1949 until September 1951. He formerly held a commission in the Tennessee National Guard's 105th Observation Sq.

He was honorary chairman of the board of the Nashville Bridge Co., which he joined after graduation from college in 1921 where he has served as president and chairman of the board.

In Memoriam

In memory of Thomas H. Mayhew by Mr. and Mrs. Thomas E. Mayhew.

CAP Obituaries

Civil Air Patrol News publishes each month a list of Civil Air Patrol members who have died recently. Notice of death should be sent to the Personnel Section of National Headquarters in accordance with Regulation 35-2, or to the National Chaplain's office—not to Civil Air Patrol News. Listed are names, ranks, dates of death and CAP unit.

BASYE, Claude T., Second Lieutenant, April 6, 1979, Cleburne Comp. Sq., Texas Wing.
COBLE, Clarence C., Second Lieutenant, Dec. 23, 1978, Seattle Comp. Sq., Washington Wing.
GUTHRIE, William C., Major, Nov. 28, 1978, Headquarters Comp. Sq., Washington Wing.
GOODE, Marty A., First Lieutenant, March 17, 1979, Park Forest Sr. Sq., Illinois Wing.
GOODE, Paul W., Cadet, March 17, 1979, Peotone Cadet Sq., Illinois Wing.
GRAHAM, Robert C., First Lieutenant, March 10, 1979, Glendale Comp. Sq., California Wing.
JOLLIE, James E., Lieutenant Colonel, March 13, 1979, Singing River Comp. Sq., Mississippi Wing.
LARANCA, Neil C., Lieutenant Colonel, March 23, 1979, Group 15, Tennessee Wing.
LITTTG, Vern L., Lieutenant Colonel, March 23, 1979, Group 15, Tennessee Wing.
MAURO, Joseph J., Captain, April 5, 1979, Omaha Cadet Sq., Nebraska Wing.
REED, Allen D., Captain, March 10, 1979, Pioneer Comp. Sq., Arizona Wing.
STICHTER, Harold F., Captain, March 28, 1979, Washoe Jeep Sr. Sq., Nevada Wing.

CAP News In Photos



BUILDING FUND — Cecilia Rico, president of the Linden Comp. Sq. (New Jersey Wing) Women's Auxiliary, left, presents a check for \$2,000 to Capt. Abelardo Rico Jr., her husband who is squadron commander, getting a fund-raising project under way to collect money to construct a new headquarters building.



IN APPRECIATION — Capt. Steve Rudowski, commander of the Lapeer Search and Rescue Sr. Sq. (Michigan Wing), left, presents a CAP Certificate of Appreciation to Matthew H. Dougherty, the retiring Emergency Services Preparedness director for Lapeer County, for his contributions to Civil Air Patrol. Dougherty made his office available for CAP training, provided films for CAP use, initiated a radiological monitor training program and otherwise contributed to bringing the squadron to an operational ready state.



BOOM OPERATOR — Mary F. Gilmore, a senior member with the Highlanders Comp. Sq. (New Hampshire Wing) is a sergeant with the Air National Guard. She is one of several women in a test program who have completed training as boom operators on KC-135 refueling aircraft. (New Hampshire ANG Photo)

SPAATZ AWARD — Right, Cadet Charles L. Packard, Greenville Comp. Sq. (South Carolina Wing) receives the Gen. Carl A. Spaatz Award from Air Force Maj. Gen. Fred A. Haeffner, vice commander of the Ninth Air Force at Shaw AFB, S.C.



FALCON AWARD — Capt. James H. Grigsby Jr., left, Tennessee Wing Headquarters staff, receives the Frank Borman Falcon Award certificate from Tennessee Congressman John Duncan during recent ceremonies in Duncan's office. Grigsby, a senior industrial management student at the University of Tennessee, Knoxville, serves as vice commander of the ROTC 800 detachment. An undergraduate pilot candidate who plans to make the Air Force a career, he expects to be commissioned in June.

PEOPLE... In The NEWS

Northeast Region

Members of New York Wing's Support Squadron 2 have received an orientation and tour of the entire Pam Am World Airways Training Facility. . . Nassau Cadet Sq. 6 (New York Wing) was named squadron of the year at a recent group ball. Cadet Sharon Krohn was also named cadet of the year. . . Lt. Col. Robert C. Merriman has been named commander of Pennsylvania Wing's Group 20, succeeding Lt. Col. Hubert J. Waskovich. . . Cadets Mark Gregorio, James Hurley and Ryne Allen of the Boston Comp. Sq. (Massachusetts Wing) have attended a bivouac with the Merrimack Valley Comp. Sq.

Cadets Lisa Roy, Leo Breton, Richard Gomes and William Nugent of the Robert Ramsay Jr. Comp. Sq., along with their squadron commander, Capt. Normand Roy, were part of a group who recently spent five days at Cocoa Beach, Fla., as part of the Rhode Island Wing's aerospace program. . . Cadet Dawne Ankney has received the Latrobe Cadet Sq. (Pennsylvania Wing) cadet of the year trophy. . . Cadet Alfred Scibelli, former cadet commander for the Salem Cadet Sq. (Massachusetts Wing) has joined the U.S. Air Force.

Joseph M. Cleland, head of the Veterans Administration, has been presented a Certificate of Appreciation by Col. A.A. Milano, commander of the Pennsylvania Wing. . . Cadets from the Cape Cod Comp. Sq. (Massachusetts Wing) recently toured the FAA control tower at Barnstable Municipal Airport after receiving orientation flights. . . Capt. Florence Martz, squadron information and testing officer for Southmoreland Comp. Sq. (Pennsylvania Wing), was honored recently by her squadron for her publicity efforts on behalf of the squadron. . . First Lts. Ann Daly and Lois Thorp, aerospace education officer and Information officer for Cumberland Comp. Sq. (New Jersey Wing), recently participated in an aerospace education workshop held by the Northeast Region.

Middle East Region

Five cadets from the Monticello Comp. Sq. (Virginia Wing) have passed the American Red Cross First Aid course. The new first aiders are William Arrington, Timothy Duty, John Fray, Gregory McCauley and Albert Richardson.

Southeast Region

Cadet Chris Hermann, a member of the Pompano Beach Cadet Sq. (Florida Wing) has been awarded his blue scarf rating for land rescue training. . . Cadet Tim Hazlewood has been named cadet of the month for the Shelby County Comp. Sq. 1 (Tennessee Wing). . . Seven cadets from the Mississippi Wing have been chosen to attend the cadet flight school sponsored by the wing. They are Nanette Burfield, Denise Bucholtz, Rebecca Mattison, Anna Raez, Martha Raez, Otis Williams and Jim Ulmer.

Mrs. John Franco recently made a monetary contribution to the Hudson Comp. Sq. (Florida Wing) in memory of her late brother Walter Fioto. . . First Lt. Mary E. Warner has been named Florida Wing's communicator of the year. . . Ten members of University Cadet Sq. (Florida Wing) recently completed a nine-hour course in air traffic control procedures at Miami Air Route Traffic Control Center. . . Florida Wing's Group 3 commanded by Maj. Howard Cumler, has been named the outstanding group at recent award ceremonies.

Majs. Williams and Dorothy McCoy, Capt. Henry Prine and Senior Member Jackye Prine are enrolled in an advanced first aid course sponsored by the Sarasota Comp. Sq. (Florida Wing). . . Cadet Jeff Wilson of the McCoy Cadet Sq. (Florida Wing) was recently elected chairman of the Cadet Advisory Council for Group 7. . . Second Lt. Doug Horn has been named commander of the McCoy Cadet Sq. (Florida Wing), succeeding Lt. Col. Charles Cox.

Great Lakes Region

The Superiorland Cadet Sq. (Michigan Wing) recently conducted a paper drive at nearby K.I. Sawyer AFB to assist the city of Marquette Jaycees who operate a recycling center in the city. . . Second Lts. William L. Quinlan Jr., Cynthia Quinlan and Delores Botts, all members of the Panther Comp. Sq. (Kentucky Wing) have attended tornado watch training sponsored by their local civil defense. . . Second Lt. Derek A. Webb has been named deputy commander of Group 10, Wisconsin Wing. . . At the recent Group Eight military ball the following people were honored as senior members of the year: Frank Bacci, James Colombo, John Orosz, and Jan Skowronski. Named as outstanding cadets were: Kathy Kessel, John P. Klatt, Tom Clark, G. Gabaldon and S. Perret.

Cadet Lea Smith, a member of the Clinton-Scott Comp. Sq. (Illinois Wing), has been named a finalist in the National Merit Scholarship program. . . Capt. Gerie Cornette has been named senior member of the year for Lockbourne Comp. Sq. (Ohio Wing). . . Members of Group III and London Comp. Sq. (Kentucky Wing) heard a talk and saw a film recently on the subject of safety. Robert Brooks, assistant chief of the London Flight Service Station, presented the program.

North Central Region

Capt. Dennis Kumm, director of Senior Programs with the Nebraska Wing, has been named assistant emergency services coordinator for the city of Lincoln.

Cadets and senior members of the Nebraska Wing recently toured the Air Force Armament Development Test Center at Eglin AFB, Fla. . . Cadet Matthew Ziegler, a member of the Scottsbluff Comp. Sq. (Nebraska Wing), has received his wings after soloing on his 16th birthday.

Southwest Region

Members of the 926th Comp. Sq. (Louisiana Wing) have recently returned from a tour of Washington, D.C. . . Cadet members of the East Bank Comp. Sq.'s. (Louisiana Wing) cadet land rescue team recently completed practical training in forcible entry, extrication and aerial medical evacuation operations. . . Eight members of the Gregg County Comp. Sq. (Texas Wing) have received instruction for the Red Cross first aid course. Second Lt. Leo DuBry was instructor for the course.

Pacific Region

At recent award ceremonies, Los Alamitos Cadet Sq. (California Wing) was named squadron of the year for Group 7 while Cadet Mark Niemi was named cadet of the year; senior member of the year went to Capt. Midge Wolf; and Lt. Col. Beverly Wittman was named commander of the year. All are members of Los Alamitos Cadet Sq. . . The Elmendorf Cadet Sq. (Alaska Wing) placed second in the annual drill competition held at a local high school. Members of the team were Cadets Danny Cole, John Roller, Edison Platt, Thomas McDonald, Ped Medendorf, Marty and Clinton Holloway, Timothy Lang, Jeff Koehler and Dennis Keeling.

Cadet Scott Stevens has been named cadet of the quarter for the Brown Field Cadet Flight (California Wing). . . Ten cadets from John Montgomery Memorial Cadet Sq. (California Wing) have flown the NASA Space Shuttle on a flight simulator at Link Division, during a recent tour. . . Cadets of the Brown Field Cadet Flight have taken and passed phonetic alphabet instruction given by Cadet Chuck Alexander. Cadets receiving certificates were: David Aldous, Chuck Alexander, Mark Casillas, Randy Ferguson, Mike Kanthack, Justin Mitchell, Cathy Mulcahy, Hector Pelham, Lori Stevens, Scott Stevens, Gary Webb, Jim Freeman and 2nd Lt. Marvin E. Slack, squadron commander.

Passengers Safe As Airplane Crashes In Chesapeake Marsh

NORFOLK, Va. — Three members of the Norfolk Comp. Sq. (Virginia Wing), Capt. Wayne Sarapata and his wife, 2nd Lt. Lynn Sarapata, and 1st Lt. Mary Anne Simmons, were returning from the Eastern Staff College recently and looking forward to a good night's sleep.

When they were within communications distance of the squadron, they checked in and were told that a mission was in progress.

It was raining heavily as they made their way to mission headquarters for assignments with other members of the unit.

Simmons reports that an ELT signal was coming in from the south. CAP, Coast Guard and local authorities all converged on the scene where they found three of the four survivors. The other, who had walked out for help, arrived shortly. None were seriously injured, but all were taken to Norfolk General Hospital for treatment.

The aircraft had gone off the

scope while making an approach to a runway at Norfolk International Airport. The aircraft was en route from Cherry Hill, N.J., and had encountered hail over North Carolina. The pilot decided to turn back and land at Norfolk.

The aircraft stalled and crashed about 11 miles southwest of the airport in a marshy area near Chesapeake, Va.

The engine caught fire, but the pilot put it out with a fire extinguisher. The passengers were able to get out safely.

CAP members guarded the aircraft overnight and the next day, making the trip to the site in mud and water often three feet deep. The rain prevented FAA accident investigators from coming in until noon.

Cadet Scott Gross took some pictures for squadron records. Then the wreck was turned over to salvage and the CAP personnel could leave.



TELETHON — 2nd Lt. James C. Mackey and Cadet David T. Pearson of the Cape Cod Comp. Sq. (Massachusetts Wing) helped answer telephones at a recent March of Dimes telethon. Cadet Dean Hatmaker and 1st Lt. Michael H. Stines also assisted at the telethon.

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